

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, (UNDER THE BILL OF SALE), FOR ACCOUNT OF THE CONCERNED, ON

MONDAY, the 10th June, at 2:30 P.M., No. 17, DES VUEX ROAD, above the Office of P. & O. S. N. Co., SUNDY OFFICE FURNITURE.

TEAKWOOD DESKS, OFFICE CHAIRS, LETTER BOXES, STATIONERY CASES, COUNTERS, One large COPYING PRESS and STAND, BOOK RACKS, &c., &c.

Also: 1 REMINGTON and 1 HAMMOND'S TYPEWRITERS and 1 large IRON SAFE by PHILLIPS & SONS, London.

A quantity of COMMERCIAL CODES. TERMS:—As Usual.

HUGHES & HOUGH, Auctioneers. [6000]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. The Company's Steamship

"HATTAN," Captain Roach, will be despatched for the above Port, on FRIDAY, the 7th instant, at 4 A.M.

For Freight or Passage, apply to DOUGLAS STEAMSHIP & Co., General Managers.

Hongkong, 5th June, 1901. [5990]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY,

Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION,"

between HONGKONG and PORTLAND (OR.), Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELLI," will be despatched for PORTLAND (OR.), on TUESDAY, the 18th instant.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information communicate with, or apply to, ALLAN CAMERON, General Agent,

or to SHEWAN, TOMES & CO., Hongkong, 5th June, 1901. [5390]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, QUEEN'S ROAD CENTRAL, (B. HOGGTON & Co.) business hours, 10 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure. Mr. LAZARUS supplies his SPECTACLES only after testing the sight. ADVICE FREE. [14530]

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS OF

AERATED WATERS IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY, Hongkong.

BIRTH. At Kobe, on the 24th of May, the wife of F. G. SALE, of a son.

MARRIAGE. On the 29th of May at Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., FRANCIS ARTHUR BLAKE, Jr., of Shanghai, to FLORENCE AIMEE WOMERSLEY.

SINGAPORE papers report:—An order has been made by His Excellency, the Officer Administering the Government in Council prohibiting Chinese coolie immigration into the Straits Settlements by any vessel leaving or calling at Hongkong after the 29th May.

WE draw our readers attention to the advertisement in another column of the well-known Green Island Cement Company, where it will be seen that the price of cement has been advanced 50 cents per sack and 30 cents per bag, of 375 lbs. and 250 lbs. respectively. The increase dates from June 1st.

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ltd., 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

A VERY sad accident which terminated fatally occurred on board the C. N. Co.'s str. "Peking" shortly after her arrival from Ningpo on the 1st ult., says the Shanghai Mercury. It appears that a coolie in handling the luggage of a Chinese passenger, among which was a gun, and believing perhaps that the gun was unloaded, had evidently handled it rather roughly with the result that the gun went off, killing the coolie instantly—in fact the unfortunate coolie's brains were completely blown out. The Chinese Magistrate was informed of the occurrence and he went on board about noon and held an inquest there, with what result we have so far not been able to ascertain.

THE P. & T. Times of the 25th ult. states:—Three complete batteries of new Krupp guns, fifteen pounders, with 4,500 rounds of ammunition and 700 or 800 rounds of 6. f. ammunition were discovered neatly buried in a small Chinese house at Kaiping since the British force has been stationed there, and were yesterday brought down to Shimo where they are being shipped pending orders from home. The guns were discovered through the agency of an Indian Musselman trooper who had become friendly with a Chinese Musselman who divulged the secret, in spite of a bribe of \$200,000 offered by a local official to hold his tongue. The guns (eighteen in all) are quite new, and in perfect order with the exception of the breech blocks. The guns were stowed away in an astonishingly small space under a mud floor, and probably there are many other places in which guns or ammunition may be similarly hidden.

Do the officials responsible for the maintenance of roads ever chance to take a ricksha ride? If so they should see that there is something radically wrong with the system. In many places the roads are in a state of disrepair, and unless the road in the vicinity happens to have been very recently relaid, the pavement stands an appreciable height above the road and the result is a most unpleasant jerk to the ricksha. The manholes of drains project in the same manner and offer serious impediments to traffic. It is lucky that our traffic is not of a very heavy nature, otherwise our P. W. D. folk would be constantly having to put in fresh manhole covers to replace damaged ones. As matters now stand it is only the rickshas that suffer, and that, of course, does not matter a jot to the P. W. D. Still we presume that if a cyclist was given a bad fall by one of these mantraps, the Government would be liable for damages.

WE have a private letter from a very competent observer of the situation as it is at Peking, or at least as it was during his recent visit there, say the Singapore P. P. It calls a spade a spade with extreme precision and, if we could, we should much enjoy quoting its text. Without naming names this racy bit of epigrammatic summing up deals with the Foreign Ministers other than British. It is for those who know to supply the gaps:—"As regards the Foreign Ministers somebody said that a very heavy indemnity should be demanded from the Chinese for not having killed them. A is a coward and a drivelling fool. B. rides very well in steeple-chases. C. was just the man for West of the Mississippi. D. represents a dying nation with painful exactness. E. eats enormous dinners. F. and G. like E. are new men and don't know or care about anything. H. speaks no language but his own and Russian, and keeps an eye on De Giers. And J. used to be called the best-dressed man in London, but having lost all his kit in the siege, has now to be content with trying to avoid looking like a beach-comber."

THE writer of "Stray Notes" in a recent Kobe Chronicle evidently hears more Hongkong news than we do.—A number of ladies have joined together in Hongkong and founded a Society for the Suppression of Scandal. What do you think of that? One lady, forgetful of her vows, gossiped a bit, and was summarily expelled. What a dreadful place Hongkong must be when the evils of gossip have reached such a pass that a Society has to be formed for their suppression! Here in Kobe such a Society would be superfluous, because gossip or scandal is looked upon as one of the seven deadly sins. Go to the clubs or to the tea-parties, and note how the slightest suggestion of gossip is tabooed—how every incident is looked upon in the best and most charitable light; how eagerly some justification is sought for what at first seems inexplicable—and if a man or woman should perchance say something that seems to reflect on some one else, how shocked every one else appears. We want no Society for the Suppression of Scandal. But there, Hongkong always had the reputation of being a warm place.

AN alarm of fire was rung up on No. 2 Station yesterday evening. The Brigade was promptly turned out and went down Queen's Road towards Wanchai, to the delight of all the small boys. The one thing wanting was the fire. The returning firemen were a mixture of bad temper, swear words, and perspiration.

ANY one who wants to go into training for the next Association football season let him try a course of walking from Watson's corner to Jubilee Street under the verandah on a morning like to-day. The passing dirty coolies, colliding with baskets, bumping foiterers, treading on heels, and dodging bamboos will stand him in good stead.

IT may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

A DESPATCH to the Asahi states that an outbreak of bubonic plague in Tokio is threatened. Five dead rats have been found in the kitchen and goods store of the Imperial University hospital and these were analytically examined. Plague germs were found. The Metropolitan Police issued an urgent order on the 25th ult. for the enforcement of general measures for disinfection and the extermination of rats as preventive measures against the plague.

THE row of buildings now being erected at the eastern end of Elgin Road, Kowloon, are indeed a disgrace to any British Colony. The brickwork is merely chucked together, one wall has already developed a considerable outward bulge and, as we stated before, several collapses have taken place. The defects are now being hidden by stucco, and so we presume that the Government intend to allow the building to stand till the inevitable collapse takes place.

INDIAN Engineering says:—Lord Curzon's laudable desire to make Calcutta the capital of India in deed as well as in name is causing much lamentation and searching of heart, especially in Madras and Bombay, whose claims on the score of antiquity of settlement are perhaps better than those of the city of Job Charnock. Many other less specious arguments have been quoted against Calcutta's arrogance; but the most ridiculous is that founded on a paper by Major-General J. G. R. Furlong, a retired Sapper, who piles up a heap of geological and geological scrap to prove that 200 years hence Calcutta will become a small inland town of small extent and little importance. Ergo, the Victoria National Memorial should not be erected in Calcutta. We rather think that the Viceroy will view the ultimate fate of the metropolis with a philosophical calm and continue in his enterprise. Verily the Allahabad oracle is responsible for much foolishness in the matter.

THE PLAGUE.

Number of cases reported (Chinese) 997 up till noon of the 4th June, 1901.

Number of deaths reported (Chinese) 9 during the past 24 hours.

Total number of cases reported to date 1,048.

Number of deaths reported (Chinese) 951 up till noon of the 4th June, 1901.

Number of deaths reported (Chinese) 14 during the past 24 hours.

Total number of deaths recorded to date 990.

Since noon on Saturday last the cases and deaths are:—

Cases Chinese 86, Other Asiatics 5, European 1.

Deaths Chinese 90, Other Asiatics 4, Europeans 0.

Total 92.

The plague returns for last week were:—Cases 215, Deaths 207.

The returns for 1st June, 1894, were:—Total deaths to date 920.

New cases in previous 24 hours 82.

Deaths in previous 24 hours 93.

Patients under treatment 205.

The City Hall Authorities have taken a very pre-caution in closing the building at the present time. It will be remembered that at a recent meeting of the Sanitary Board it was mentioned that a number of dead rats had been found in the building, then followed the death of one Parsee caretaker from plague, so one may well imagine that the building is in need of thorough overhaul and cleansing. It is to be hoped that now that the matter is being taken in hand it will be done well and no mere half-measures be adopted.

WE would warn our readers that during the present plague epidemic it is just as well to keep eye on one's coolie quarters. The Chinese are not over scrupulous as to whom they let in as lodgers, and it may well happen that the coolie's brother who has fled from a plague-infected house is sleeping with his more fortunate relative in the premises provided by his master. A careful inspection of the coolie quarters undertaken somewhat late at night, excellent help in the election of undesirable intruders.

Among the cases of plague reported in the last 24 hrs we regret to see, a year old boy of Mrs. V. Varcoe of 3 Wild Dell, Wanchai. This is the first case of plague reported since Mr. Kennedy died from the same cause was taken from.

Just on the press we learn that Mr. H. V. Baird, young Frenchman, apprentice in the Cosmopolitan Docks was removed to Kennedy Hospital suffering from plague.

REDUCTION OF THE GARRISON.

WE learn that a telegram was received the other day from General Gascolee suggesting that one of the native regiments now stationed here might be sent back to India if it was considered that its services could be dispensed with. As a result of this we are given to understand that the Third Madras Light Infantry will probably be the regiment to leave and will return to India as soon as transport is available.

AT THE MAGISTRACY.

A TYPICAL CASE. Wong's was charged with concealing a case of plague. Dr. Chung King, resident surgeon of the Tung Wah Hospital, said a female about 16 years of age was brought to him in an advanced stage of plague.

A Chinese constable deposed that he went to the house 22 Rensacker Street and found the people moving. He saw a sick girl and the defendant attending her. He went back and told the Sergeant, who returned to the place with him. The defendant stated she brought the girl down from Canton. The girl was sick and she gave her two pills and she seemed to be better but complained of giddiness.

The defendant was fined \$10 or 14 days. The fine was paid.

AN OLD OFFENDER. Li Tai charged with being a rogue and a vagabond said that he had been carrying a box and was walking away when arrested. He had walked quicker he might have escaped the 14 days' hard labour he was awarded this morning.

WELL DESERVED. Chung Win Kong of D'Aguiar Street got 14 days for the unlawful possession of two watches and chains, and on being charged with feloniously stealing one \$100 note, thirteen \$10 notes, \$77 in silver and four English sovereigns from the Wardroom Officers' Mess of H.M.S. "Houmventure" was sent to prison for 4 months' hard labour in addition.

INSIDE AGAIN. Leung Tin envied his neighbour goods and received 3 months' hard labour for going to get them.

A DETAIL OMITTED. Chan Kwong went into the wine and spirit trade and overlooked the necessity of having a license. Fined \$15 or 1 month; presumably the profits paid the fine.

V. RY. NECESSARY. P. C. John Quinn obtained convictions against 4 chair coolies for rushing passengers at the Tramway Terminus and obstructing the way. \$1 each or 4 days' hard labour.

STEALING AND ASSAULTING. Li Ying Tsun, coolie, was charged with stealing a bangle and assaulting the complainant. After a lengthy hearing the first count was dismissed, but on the 2nd he was fined \$5 or 14 days, fine paid.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

BRITISHER.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—In your last night's paper you have a letter signed "Britisher." I reckon the writer to such rotten opinions. He argues that no land in Victoria should be held unless the purchaser was a British subject, always excepting Germans, French and Americans. Very lovely. We must exclude the Chinese in whose land we are, whom we are using for our own ends to the utmost of our ability and embrace the advent of our competitors. The Europeans mentioned are not slow to take advantage of the opportunities offered them under British rule and in return bite the hand extended them in a spirit of equality and fraternity (vide the European papers on Britain and the Boers). I say Sir, let drop once for all this tommy rot about our coming to China as a civilizing race, let drop the rubbish about teaching a race that is wiser than ourselves in many ways, restrict the misguided efforts of those tactless men who have effectually sent to heaven 40,000 converts last year by, first converting them, and at the same time exciting opinion to such an extent that it led to their destruction.

Own up to the honest truth that we are here to do business and to make our way either as a man or a nation. What we think right and proper, true and just we put in force and there is no distinction or should not be, between Germans, French and Chinese.

In conclusion, Sir, I thank your subscriber "Britisher" should be labeled "Sir Mach in Deutschland" and therefore sign myself, Yours, etc.

TRUE BRITISHER.

Hongkong, June 5th, 1901.

DEPARTURE OF THE U. S. FORCE FROM TIENTSIN.

The Americans left here on the 22nd ult., at such an early hour, however, that the community were not astir and much regret was felt by many that they were unable to join in a good send off. The excellent feeling existing between the British and U. S. officers, however, found hearty expression on Saturday night, when a big smoking concert was given in honour of the departing force in the Gordon Hall, and the most enthusiastic exchange of sentiments took place. Liscomb Barracks is now occupied by the Royal Welsh Fusiliers. The departure of General Chaffee from Peking was quite an international affair, the Field Marshal being present at the station, as well as a strong representation of the British and Japanese forces, several bands playing appropriate farewell strains. As we have said before, we wish our American friends all good luck, and feel much regret that the call of duty deprives us of their good company. The campaign has done much to foster mutual respect and good feeling between them and ourselves, and the U. S. forces being more in proportion to the British that good understanding would have been still more pronounced.—P. & T. Times.

FOREIGN MINISTERS GROW IMPATIENT.

SHANGHAI, May 31st. It appears that the Foreign Ministers at Peking are desirous to conclude the peace terms as soon as they can, in view of the long procrastination that has been made by the Chinese government. They say that in the event of the Chinese Plenipotentiaries being again granted permission to deliberate over all questions before they are settled, it is possible that another four months will be required before the conclusion of peace negotiations. In consequence of this, the Foreign Ministers have decided not to allow the Chinese Plenipotentiaries to make any argument upon the demands as now agreed upon by them. This is in order to get the peace treaty completed at an early date.—New Press.

THE WITHDRAWAL OF THE ALLIES.

SHANGHAI, May 31st. Advances from Peking state that the allied troops will probably clear out of the capital at the end of June. It happens to be the hottest part of summer at that time, therefore the High Chinese Ministers at Peking consider it inexpedient for the Court to go back to Peking then.

A joint memorial has been drafted bearing the signatures of the officials of the six Boards as well as the nine Courts and many other High Ministers praying that the Emperor and Empress Dowager may return to Peking by the following autumn.

We understand that the memorial in question will be forwarded by a special messenger to Hsianfu.

According to a Peking despatch just received here, we learn that Prince Shun and Dukes Chi and Shien have already left Hsianfu from Peking. They are proceeding there in order to accompany the Court back to Peking.—New Press.

SPECIAL WIRES TO THE "SHANGHAI MERCURY."

FRANCE IN FINANCIAL DIFFICULTIES. RECORD DEFICIT FEARED. CHINESE INDEMNITY ONLY HOPE.

The Paris Gaulois says that, owing to the unsatisfactory revenue and unprecedented expenditure, this year will show a record budget deficit in France unless the Chinese indemnity is collected in time, to save the situation.

CEAR THANKS KAISER. PRAISES WALDERSEE.

The Czar has telegraphed the Kaiser his hearty thanks for the services rendered by Germany in settling the troubles in China. He says that Field Marshal Waldersee had carried out a difficult and thankless task with great dignity and skill.

H.M. the Kaiser says that he has received acknowledgements and congratulations upon the same subject from many sources.

THE NATIVE PRESS.

(Translated by Shanghai papers.) SHANGHAI, May 31st.

THE CURE FOR MISSIONARY TROUBLES. The Sun Wan Pao tells us that Li Hung-chang in a recent interview with Rev. T. Richard, made the unreasonable request that Mr. Richard should help him to devise regulations whereby missionary troubles will be for ever prevented. The writer points out that no matter what regulations may be framed, nothing will prevent the recurrence of these troubles unless the people are put through a prolonged education. There are, indeed, three classes of Chinese who make trouble. The ignorant people who see hospitals and orphanages established everywhere, doubt that the foreigners really do it out of pure charity and hence the ugly rumours which spread quickly and end in riots. Then they see the Christians do not pay temple dues of various sorts, which arouses their wrath. Next we have the scholars, buried in the mere letter of the classics, proud of being Confucianists and yet not knowing the real meaning of Confucius' doctrines. How much less can they know the essence of Protestantism or Catholicism? These men are ready to lead on the masses. And lastly we have the loafers, gamblers, and the like, who remain untaught, we have all the materials for an unending quarrel with the churches. Let schools be widely established and by and by we may hope an entente cordie may be created between converts and non-converts. Then and not till then will the hopes of Li Hung-chang be realized.

A POPULAR PLAY IN YOKOHAMA. Some time ago the Western world held up its hands in holy horror upon hearing that the Allies were diverting the tedium of their stay in Peking by pantomimes based on real life. Now the Japanese are playing in Yokohama to crowded houses. The play represents the siege, the rescue, the flight, etc. The actors use the English language. The admission is one dollar and the proceeds go for charitable purposes. The correspondent adds that the whole exhibition is extremely insulting to China, but he does not know if the Chinese who see this will be aroused to shame or not. We think not.

PEKING NEWS.

DEPARTURE OF AMERICAN TROOPS. May 22nd.

This morning the Infantry of the American Contingent entrained for the coast on route to the Philippines. A very large number of officers, chiefly British and Japanese, assembled to wish their comrades good-bye. The Germans were conspicuous by their absence. On the signal being given to start a splendid Japanese band struck up "Auld Lang Syne." A British band also played, and to complete the jubilation the American Band joined in. With three bands simultaneously playing different tunes and the soldiers answering with deafening cheers, the air was rent with tumultuous noises as the train moved off. General Chaffee, Staff, and the Officers of the Contingent followed by the 10.20 train. The Field Marshal, nearly all the Generals and Officers of the British Force, several Japanese, and a representative of one of the other forces, all turned out to honour the departing General. A strong British Guard lined the platform. General Chaffee was agreeably surprised at this unexpected mark of esteem, and remarked how pleased he was to see such a splendid send-off given to his men in the morning. Mr. and Mrs. Squires, Mr. Cheshire, Mr. and Mrs. Williams of the American Legations, Sir Robert Hart, and a few other civilians joined in the farewells. The presence of the ladies was a distinct feature and graced the otherwise military scene. The spontaneous genuineness of the hearty cheers indexed the popularity of the U. S. Contingent. The presence of the American troops in Peking marked a new beginning in American politics and also, let us hope, a new era in the history of the Anglo-Saxons.

EVACUATION? If only the Chinese were wise they would see Peking evacuated. The Russians went away early. They had their own axe to grind. The Americans have now left. The French have already sent away several companies and removed their headquarters. Some British detachments have gone, and two regiments of Germans are leaving soon. Several districts are being handed over to the Chinese authorities and everything points to a transition. Two things delay the speedy completion of the arrangements. One is that the Chinese are parrying in the fulfilment of Articles 2 and 10 of the Protocol. The other is that the Boxers are again assuming the aggressive in the south of the Province.—N. C. Daily News.

THE JAPANESE CABINET DIFFICULTIES.

A conference of the elder statesmen was held at the residence of Marquis Saigo on Saturday, and Marquis Saigo and Yamagata, Counts Inoue and Matsugata were present, says the *Kobe Herald* of the 27th ult. Marquis Yamagata and Count Matsugata were received in audience by His Majesty the Emperor. It is believed in some quarters that the Marquis and the Count have together decided to undertake the formation of the new Cabinet, but it is also stated that they recommend Marquis Inoue to resume the premiership.

The *Mainichi* supposes that no decision was arrived at by the conference of the elder statesmen and the two statesmen who were received in audience by His Majesty only laid the result of the meeting before him. The paper states that neither Marquis Yamagata nor Count Matsugata will undertake the formation of a new Cabinet and it is possible that the issue of affairs may be the resumption of the premiership by Marquis Inoue.

Marquis Saionji, Premier ad interim, who was in Oiso, was suddenly recalled to Tokyo and was received in audience by His Majesty yesterday morning. It is understood that he will again proceed to Oiso, as Marquis Inoue's views on various affairs are sought for by others among the elder statesmen.

THE "KAIKIKU HOKEN" KASHA.

It is understood, says the *Japan Daily Mail* of the 26th ult., that His Britannic Majesty's Government has instructed the British Representative in Tokyo to take steps for the protection of British interests in connection with the failure of the *Kaikiku Hoken* Company of Osaka, and that Sir Claude MacDonald has placed the matter in the hands of the Crown Advocate, Mr. Litchfield, and his partner, Mr. Sawada. The Japanese press refers with applause to the promptitude shown by the British Government in this matter. It appears from statements made by Mr. Yano, Chief of the Insurance Bureau in the Department of Agriculture and Commerce, that the Authorities have for some time been directing special attention to the affairs of this company, and that Mr. Yano's recent visit to Osaka was for that purpose.

CLOISONNE ENAMEL.

The latest departure made by Japanese enamellers is to imitate the Chinese work of the Ming, Kang-hsi and Chien-ling eras. It has been often said that a successful effort of that kind was beyond the strength of the Japanese, and some critics have detected faults of finish, and garishness in their best modern pieces, as compared with the solid, useful style and harmonious richness of old Chinese specimens. But no such comparison is possible in the face of recently produced examples. Not only has every feature of the old Chinese enamel been reproduced, but even the blemishes which seem to have been an inevitable result of the Chinese processes, and which have come to be regarded by many connoisseurs as essential marks of genuineness, are visible in the Japanese imitations. Of course there cannot be the least doubt in the mind of any competent judge that modern Japanese enamellers are technically far ahead of the best Chinese experts; so far indeed, that no comparison whatever is possible. But the Chinese style has charms of its own, and an attitude of derivative furniture we are not sure that a fine Ming or Kang-hsi enamel will not prove more permanent satisfaction than the delicately hued and highly artistic products of the modern Japanese worker. However that may be, and it is evidently a matter of taste, the interesting point is that the Japanese have now showed themselves capable of meeting and beating the Chinese on ground which the latter were supposed to monopolize. It will be understood, of course, that we are not here speaking of modern Chinese bronzes. These belong to a totally different category, and have never been worthy of Japanese competition. But the old enamels with their profound and harmonious colours and their simplicity of decorative motive are objects of unbounded beauty, and it is very interesting to know that they can be reproduced without difficulty. — *Japan Daily Mail*.

COREAN NEWS.

(From Japanese Papers).

SEOUL, May 25th.

The Korean Emperor still hesitates to cancel the French loan contract and the affair is almost at a standstill. It is not likely to be finally determined soon.

It is reported that a contract for the coinage of several hundred dollars' worth of nickel coins has been entered into by an American and the Korean Government.

M. Pichon, former French Minister to Peking, accompanied by the French Minister to Seoul, was received in audience by the Korean Emperor yesterday. M. Pichon sailed for Europe to-day. — *Mainichi*.

SEOUL, May 26th.

The American Minister to Seoul has addressed an official note to the Korean Government protesting against the Customs revenues being offered as security for the French loan. The protest is based on the fact that when the contract for the construction of water works in Seoul was entered into between America and Korea in 1896 it was agreed that a loan would be floated in America on the security of the Customs revenues. The American Minister demands to know why the Customs revenues, which were already offered to America as security, was subsequently offered to another country. — *Mainichi*.

SEOUL, May 26th.

The American Minister to Seoul has addressed an official note to the Korean Government demanding explanations of the proposal to offer the Customs revenues in security of the French loan, while the said revenues had formerly been offered to an American syndicate which contracted to build the water works for the Korean Government in Seoul. — *Asahi*.

MADRAS SHIPPING CHARGES.

Madrass is not a favourite port for shippers, says a recent *Bombay Gazette*, principally on the ground that the port charges are heavy and in excess of other and more important Indian ports. According to the annual report of the Madras Chamber of Commerce attempts are being made to reduce these charges in the hope of attracting more tonnage. The harbour dues on coal have been reduced from twelve to four annas per ton, and the schedule of rates on other goods. The Madras Chamber of Commerce suggested that the interest on the harbour loan should be reduced from 10 to 8 per cent, and the annual repayment from one lakh to half a lakh. The report

does not state whether the Harbour Trust Board are going to adopt this financial policy, but it is apparently sound. It would have the effect of lessening the ever pressing necessity for raising money, and thus might bring about a general reduction in the harbour charges.

PIRACY AND MURDER NEAR SINGAPORE.

FIVE MEN MURDERED ON A JUNK.

For the first time in fifteen years a really bloody act of wanton piracy and murder has occurred practically within the waters of Singapore, says the *Strait Times* of the 28th ult. The crime occurred on a Chinese junk that left this port for Siak on Wednesday last, the 22nd ult., with a general cargo and a crew of six Chinese. It appears that when off Karimoon Island the junk was becalmed, and anchored in full view of a Malay village, or *kampung*, from which four Malays presently put off in a *kelah* (junk). They, so far as can be learned, suddenly drew their *krises* and attacked the unfortunate Chinamen, cutting them down right and left. They then ransacked the vessel and, after cutting her anchor rope, made off with all they could lay their hands on. Information of the horrible crime was first brought to Singapore by the master of the s.s. *Clanggi*, who reported at the Master Attendant's office at 9 o'clock on Saturday night that he had towed a *longkong* from Sultan Shoal to Singapore harbour with only one man in it out of a crew of six. The other five, the master alleged, had been killed and thrown overboard.

The police were informed and Inspector Brannagan, of the Marine Police, boarded a Chinese *longkong* No. 30, lying off Beach Road. There he found a *kelah* named *Sze Chin Sing*, the only survivor out of the crew of six who sailed from Singapore for Siak on the 22nd ult. with a general cargo. On inquiry, Insp. Brannagan gathered the following horrible account of murder and piracy.

DETAILS OF THE CRIME.

The *longkong* left Singapore Harbour about 5 p.m. on the 22nd for Siak and all went well until about 2 p.m. on the 23rd ult. when Karimoon Island was sighted. The *kelah* was setting in at the time and the wind fell. As they were drifting towards the island they cast anchor about one mile from shore and in full view of a Malay *kampung*. About two hours after they had anchored, a Malay *kelah* containing four Malays came alongside the *longkong* and one of the Malays in the *kelah* asked the *chinchew* or supercargo of the *longkong* for some tobacco. This was given and a conversation was entered into between the Malays and the *chinchew*, the *kelah* and two other Chinese sailors who sat aft close to the stern. The Malays then tied their *kelah* to the *longkong* and climbed on board, apparently with the most friendly intentions, and sat down with the four Chinese astern.

At this time, the survivor and another Chinese sailor were sitting near the bow. About half-past-hour elapsed after the Malays came on board, when the two men forward heard shouts and simultaneously a Malay jumped down to where they were sitting, drew a long *kriss* from his waist, and made a slash at Ng Chin Sing's head. He dodged, but not before he received an ugly cut which laid open his right cheek. Then the Malay made a lunge at him, cutting through the waist belt and inflicting a gaping wound on the right side. He fell and crept into the cabin and then dropped down amongst the cargo and concealed himself amongst some bags in the bows where it was quite dark. He knows nothing of what became of the others, but from where he was cut down to where he lay concealed is one long trail of blood, the largest quantity being where the unfortunate man lay. From where he was, he saw the Malays take the six boxes of tobacco and the crew, from the cabin, and take them away. He never moved till about midnight on the 23rd instant and then he crept on deck to find that it was besmeared with the blood of his companions of whom he alone was left to tell the tale. He found that the cabins had been ransacked, and all the boxes which were locked, the contents of which he was ignorant, were missing. The Malays had vanished and he was not in sight of land. The Malays had cut the anchor rope as a finishing touch to their fiendish work. The *longkong* drifted on to near Sultan Shoal, where no doubt it would have been smashed on the rocks were it not that the unfortunate survivor, weak though he was from loss of blood, rigged a small anchor which he found on board and succeeded in mooring the *longkong*. In this pitiable condition he was picked up later on by the *macallah* of the small coasting steamer *Glengarry*, who did all that lay in his power for the injured man and towed the *longkong* to Singapore where it now lies with the evidence of the awful crime that has been committed still plainly visible.

The unfortunate Chinaman has been sent to hospital. The wounds have apparently been inflicted by a razor-edged instrument and are clean cuts. The victim is not in a dangerous condition and is expected to recover.

The Karimoon route lies about 56 miles South West of Singapore and is in Dutch territory. Three or four piracies have been committed this year in the neighbourhood of the Singapore harbour, but they were on a small scale and were not attended with such great loss of life as this one, which claimed five victims. This is undoubtedly the worst case that has occurred in Singapore for the last ten years. This during case of piracy has probably been committed by the same gang who committed the previous smaller ones, but who have now grown bolder.

HEALTH OF BOMBAY.

The mortality returns for Bombay City show a slight increase on the figures for the previous week, says the *Bombay Gazette* of the 18th ult. The total number of deaths was 1,232 giving a death rate of 81.01 per 1,000, as compared with an average of 57.15. An analysis of the table shows that this disparity arises chiefly through an increase of deaths classed "general diseases," "nervous system" and "diseases of the lungs." How many plague deaths are entered as arising from other causes is difficult to estimate, but it is certain there is much defect in the system of registration. Plague continues very fatal, the deaths totalling at 289. We are now experiencing severe heat, and in other years this has caused the pestilence to subside; but this season the subsidence is much slower. What this is due to would be hazardous to say, for plague is a disease unrestrained by time, season or circumstance. We know that the system of combating plague this year has been very inferior to that adopted in previous epidemics, and last year splendid work was done in regard to inoculating the people. Unfortunately, the benefit of this protective vaccine has not commended itself to Native leaders of opinion; and we strongly believe that if the campaign of inoculation had been continued up to now there would have been many less victims to mourn. Fever is very virulent this year, the deaths numbering 222, Dorrington 32 and Byculla 30.

A CURIOUS CASE.

ASSAULTING PLAGUE OFFICIALS.

The case, in which several respectable Marwaris stood charged with assaulting and obstructing plague officials under Dr. Hosack under circumstances already stated, concluded to-day, says the *Bombay Gazette* of the 18th ult. The Government Prosecutor informed the Police Magistrate that he had been instructed not to offer any further evidence against the accused, whom the magistrate reluctantly discharged and then only after repeated requests from the Government Prosecutor that the case might be withdrawn. The case was a clear one and the object of the Government of Bengal in refusing to prosecute is not understood.

QUEEN OF PORTUGAL RESOLVED TO BECOME A NUN.

CHICAGO, April 14th.

According to a special cablegram to the *Chronicle* from Lisbon—

"The startling announcement is made in court circles here to-day that Queen Marie Amalie, wife of Don Carlos, King of Portugal, has resolved to become a nun. This is a direct result of the protracted quarrel between the royal couple over the King's attitude toward the religious orders of the country."

"The agitation against the clergy in Spain spread in Portugal where trouble between the liberals and the clerical element had been brewing for a long time. Queen Amalie is a devout Catholic, while Don Carlos sides with the liberals, and during the recent disturbances he openly espoused their cause against the church."

"Violent scenes between husband and wife in the Lisbon Palace followed, in which, it is said, the Queen threatened to leave Portugal. There are other grievances against the King, which have steered Queen Amalie's heart. The King has proved unfaithful to his marriage vows, which recently led to a public scandal."

HOW CHINESE NEWSPAPERS DO THEIR WORK.

China, like India and Japan, has a large number of daily and weekly newspapers which in the main are of the modern type, yet which present interesting variations from occidental counterparts. Mr. Frederick W. Eddy, former city editor of the *New York Times* but now in Shanghai, gives the following account of newspaper life in that city (*New York Times*, March 24):

"In Shanghai there are six daily native papers and one weekly. The local departments to be covered engage four reporters for the native city, one for the Mixed Court, and one each for the French, English, and American settlements. In the native city, one man looks after the movements of the Taotai and inferior officials, and two watch for police and general news. Every man is expected to become proficient in speed and in condensation. He should learn how to write characters that express much in little, for the paper is not elastic, and the local field cannot have more than 3,000 characters out of the 8,000 that compose the reading matter of the paper. Advertisements fill about three-fourths of each edition. A man is considered fast and competent who can write a striking and graphic story in two characters or less at the rate of five characters per minute. It is hard to conceive a piece of news worth more space, according to accepted local notions. If a man is deficient in terse expression, the talented readers who handle his copy are expected to boil him down. Including the managing editor, there are eight readers, of whom is charged with the proper adjustment and placing of all the reading matter that comes to him as copy. This fixes responsibility beyond question for every line in the paper. These eight men oversee correspondence and general news as well as the local field."

"A Chinese compositor cannot stand at his case and, remaining in erect posture, pick up type and in a foreign office. His hands both arms and legs, a good stopping block, and, if the editor's vocabulary is especially rich, a step ladder. There must be a pocket for every character, and as ordinary newspaper users require about 4,000 characters one compositor needs almost enough room to live in. It is a mark of distinction to employ unusual characters. Every paperlikes to appear learned. There are editors who seem to employ their leisure in devising combinations which, while original and distinctive, shall yet be self-explanatory. As no merchant could anticipate or supply such demands, every office contains its own foundry. Two men attend to this. One of them keeps busy making steel dies and the other melts and stamps out the type. The compositors make new pockets for all creations. It behooves them to, burnish their memories frequently, or they may be hours in setting up a single article, which would never do. As the types are of soft lead and easily worn, one man has his hands full in sharpening the lines by picking out the ink that they gather or in filing down the inequalities that are always appearing. When a type becomes worthless it is thrown into the pot, to be melted over for a fresh stamp."

As for the reporters, they get but from eighteen to twenty Mexican dollars per month, says Mr. Eddy, from which the numerous fines of a Chinese newspaper office have to be subtracted. It is a waste of money for a Chinese reporter to hire lodgings. Having no possessions worth mentioning but the clothes on his back, he sleeps and eats when and where he finds it convenient, while a weekly visit to the barber shop satisfies all the requirements of his toilet. — *Literary Digest*.

NOTANDA.

CALENDAR.

JUNE.		
Meteorological means based on fifteen years' observations to 1898.		
Barometer.....	29.764	
Thermometer.....	80.7	
Humidity.....	83.0	
Rainfall.....	16.496	

TO-DAY.

WEATHER REPORT.

On date at 4 p.m.		
Barometer.....	29.77	29.70
Temperature.....	75	78
Humidity.....	75	88
Rainfall.....	0.08	

TO-DAY.

Wednesday, 5th June, 1901.		
Chinese—10th of 4th moon of 27th year of Kwang-sui.		
Sun—Rises.....	5hr. 16min.	
Sets.....	6hr. 39min.	
High water—Morning.....	6hr. 30min.	
Afternoon.....	10hr. 27min.	
Low water—Morning.....	5hr. 30min.	
Afternoon.....	5hr. 30min.	

ANNIVERSARIES.
1897—Baptism of Ethelbert by Augustine.
1801—Attack on the British Embassy at Tokio.
1875—Departure of the first O. & O. steamer from Hongkong for San Francisco.
1891—Anti-foreign riot at Wusueh; Messrs. Agent and Green murdered.
1897—Anglo-Chinese Agreement signed at Peking.
1868—400 houses destroyed by fire at Kirim.
1899—H of C pass bill for £30,000 to Lord Kitchener.
1899—Viceroy Liu receives edict to oppose European landing on his coast.
1900—Capture of Pretoria officially reported by Earl Roberts.

TO-MORROW.

Thursday, 6th June, 1901.
Chinese—20th of 4th moon of 27th year of Kwang-sui.
Sun—Rises..... 5hr. 16min.
Sets..... 6hr. 39min.
High water—Morning..... 6hr. 30min.
Afternoon..... 10hr. 27min.
Low water—Morning..... 5hr. 30min.
Afternoon..... 5hr. 30min.

ANNIVERSARIES.

1857—Indian Mutiny broke out at Allahabad and many other stations.
1864—Heavy rains in Hongkong, damage \$500,000 and many lives lost.
1867—Attempted assassination of the Czar.
1884—Amended French treaty with Annam signed.
1890—Stranding of the s.s. *Taisang* on Sugar Island.
1899—Admiral Dewey sails for America on *Olympia*.

AGENDA.

TO-DAY.
Cargo ex *Strasbourg* subject to rent.

TO-MORROW.

Cargo ex *Nippon Maru* subject to rent.
Daylight—The O. S. K. Co's steamer *Anting Maru* leaves for Coast Ports.
Cargo ex *Chelydra* subject to rent.

FRIDAY, 7th.

Daylight—N. Y. K. steamer *Tosa Maru* leaves for Yokohama (direct).
(About)—P. & O. Co's steamer *Chusan* leaves for Shanghai.

5 p.m.—C. M. Co's steamer *Perla* leaves for Manila.

SATURDAY, 8th.

Noon—P. & O. Co's steamer *Cornmandel* with mails etc. leaves for Europe.
Noon—C. S. N. steamer *Yuenang* leaves for Manila.

3 p.m.—C. S. N. steamer *Chelydra* leaves for Indian Ports.

SUNDAY, 9th.

Daylight—O. S. K. Co's steamer *Daijin Maru* leaves for Coast Ports.
Cargo ex *Java* subject to rent.

MONDAY, 10th.

4 p.m.—N. Y. K. steamer *Kaga Maru* leaves for Victoria B.C. and Seattle U.S.A. via Shanghai, etc.
Cargo ex *Chingwa* subject to rent.

TUESDAY, 11th.

5.30 p.m.—Annual General Meeting of the Royal Hongkong Yacht Club in the Cricket Club Pavilion.
Noon—T. K. K. steamer *Nippon Maru* leaves for San Francisco via Shanghai, etc.
Cargo ex *Kanagawa Maru* subject to rent.

WEDNESDAY, 12th.

Daylight—The O. S. K. Co's steamer *Anting Maru* leaves for Amoy, via Swatow and Amoy.

THURSDAY, 13th.

Noon—N. D. L. steamer *Hamburg* with mails etc. leaves for Southampton.

SATURDAY, 15th.

A. L. S. N. Co's steamer *India* leaves for Fiume and Trieste.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

May 29th.

Captain W. Blake, from home leave, resumes command of the *Kwangtung*.
Captain Jenkins has been appointed in command of the s.s. *Chun Shan*.
Mr. J. D. Jenkins has been appointed chief officer of the s.s. *Chun Shan*.
Mr. W. Merry, second engineer of the s.s. *Chun Shan*, has resigned.
Mr. W. Anderson, 3rd engineer of the s.s. *Chun Shan* has been promoted to 2nd engineer, vice Mr. Merry, resigned.

June 3rd.

Mr. J. McGinty, Chief Officer of the *Esmeralda* has been promoted to Captain of that vessel.
Mr. P. G. Ashton, Second Officer of the *Perla* has been promoted to Chief Officer.
Mr. P. Skillan, Third Officer of the *Perla*, has been promoted to Second Officer.
Mr. G. A. G. Morse has been appointed Third Officer of the *Perla*.

June 4th.

Mr. E. B. Hankey, Chief Engineer, s.s. *Woosung*, has been transferred to s.s. *Chefoo*.
Mr. McGavin, Chief Engineer, s.s. *Chefoo*, has been transferred to s.s. *Woosung*.
Mr. T. A. Kyle, chief officer, *Hoihow*, is transferred to the *Tungchow*.
Mr. J. Harris, 2nd officer, *Pekin*, is transferred to the *Newchwang*.
Mr. P. Callen, 2nd officer, *Newchwang*, is on leave.

Captain W. McClure, late *Pechili*, is transferred to the *Liensing*.
Mr. J. R. Hynes has gone 3rd officer, *Taisang*.
Mr. F. Davis, supercargo and 2nd officer, *Wangang*, has gone 2nd officer, *Kingsing*.
Mr. H. Good, chief engineer, *Eldorado*, is transferred to the *Isang*.
Mr. A. Spiers, acting chief engineer, *Esang*, is awarding orders.

Mr. D. E. McIntyre, 2nd engineer, *Wuchang*, is transferred acting chief engineer, *Hangchow*.
Mr. J. W. Williams, acting chief engineer, *Hangchow*, is on leave.
Mr. W. Thomson, 2nd officer, *Kalgan*, has gone chief officer, *Hoihow*.
Mr. E. L. Jones, 2nd officer, *Pekin*, is transferred to the *Kalgan*.
Captain W. J. Miller, *Peking*, is on leave.

Captain P. Garrick, from leave, has gone in command of the *Peking*.
Mr. Shane has gone 2nd officer, *Suehuen*.
Mr. J. Lennox, 2nd officer, *Pekin*, is transferred to the *Kuailin*.
Mr. H. O. Pritchard, 2nd officer, *Kuailin*, is on shore.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (*Chusan*) 10-morrow.
American (*Perla*) 9th instant.
German (*Kiautschou*) 11th instant.
Canadian (*Empress of India*) 11th instant.
American (*Coptic*) 18th instant.

The D. S. S. & Co's steamer *Lightning* from Calcutta left Singapore for this port yesterday afternoon.

The Silk ex the Canadian Pacific Railway Co's steamer *Tartar* arrived at New York on the 4th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Bennington* at Kowloon Dock.
Union " " "
Hesper " " "
St. Enoch " " "
Prometheus " " "
June " " "
Iris " " "
Burnside " " "
Atene " " "
Athenian " " "
Colonia " " "
Arlon " " "
Atene " " "
Sinaguan " " "
Universe " " "

PASSED THE CANAL.

Onward—14th May—*Rendovers, Glucini, Malaya, Hudson, Sydney, Sambia*. 17th May—*Flintshire, Alcinous, Retic, Crusader, Devonshire, Imogene*. 24th May—*Avon, Hysan, Sado Maru, Alin, Kanshan, Shirley*. 28th May—*Silesia*. (German) *Agamemnon, Pioneer*. 31st May—*Bendalor*.
Homeward—17th May—*Idomenus, Marburg, Tantalus, Silesia, Princess Irene*. 31st May—*Tarra, Trieste, Ajax*.
Arrivals at Home—18th May—*Feibur, Konig Albert, Stenlor*. 24th May—*R. Morrow*. 28th May—*Oceanic, Sanuki Maru, Idomenus, Silesia, Puritan*. 31st May—*Princess Irene, Annam, Tantalus, Malaya*.

Shipping.

Arrivals.

DR. HANS JERG KIER, Norwegian str., 1,260, H. Larsen, 4th June, Newchwang 28th May, General—E. A. Trading Co.
MAGNET, German steamer, 995, G. Wendig, 4th June, Bangkok 20th May, Teakwood and Rice—Melchers & Co.
DAYBREAK, British steamer, 700, A. H. Best, 4th June, Shanghai 1st June, General—C. M. S. N. Co.
TAISHAN, British steamer, 1,121, E. Stovell, 5th June, Saigon 31st May, General—Bradley & Co.
WING SANG, British steamer, 1,517, T. H. Sellar, 5th June, Shanghai 21st May, and Swatow 4th June, General—Jardine, Matheson & Co.
SYDNEY, French steamer, 2,076, Aubert, 5th June, Marseilles and Saigon 1st June, Mails and General—Messageries Maritimes.
HAITAN, British steamer, 1,183, J. S. Roach, 5th June, Fochow via Amoy and Swatow 4th June, General—Douglas, Laprak & Co.
ULA, British transport, 2,496, T. A. Collins, 5th June, Calcutta 23rd May.
HONGKONG, French steamer, 862, Pannier, 5th June, Haiphong and Hoihow 4th June, General—A. R. Marty.
FRANCOIS ARAGO, French cable steamer, 1,805, Mascart, 5th June, from Laying Cable E. of Hongkong, Cable—Arnhold, Karberg & Co.

Clearances at the Harbour Office.

Rajaburi, German str., for Swatow.
Daybreak, British str., for Canton.
La Rhone, French str., for Canton.
Natura, German str., for Bangkok.
Airlie, British str., for Moji.
Kengman, British str., for Canton.
Kanagawa Maru, Japanese str., for Kobe.
Anting Maru, Japanese str., for Swatow.

Departures.

June 5, *Empress of China*, British steamer, for Vancouver.
June 5, *Pelaya*, British str., for Penang.
June 5, *Woosung*, German str., for Canton.
June 5, *Longchow*, British str., for Canton.
June 5, *Laurel*, British gulfboat, for cruise.
June 5, *Sydney*, French str., for Shanghai, &c.
June 5, *Sungking*, British str., for Manila.
June 5, *Kuoyang*, British str., for Wei-hai-wei.
June 5, *Carlsberg*, British str., for Singapore.
June 5, *Daybreak*, British str., for Canton.
June 5, *Dr. Hans Jerg Kier*, Norwegian str., for Canton.

Passengers—Arrived.

Per *Taisang*, from Saigon—264 Chinese.
Per *Maclew*, from Bangkok—97 Chinese.
Per *Daybreak*, from Shanghai—3 Chinese.
Per *Ula*, from Calcutta—2 European Soldiers.
Per *Wing Sang*, from Shanghai, &c.—Mr. and Miss Hunter, Mr. La Bow, Mr. and Mrs. A. P. Lea, and 40 Chinese.
Per *Haitan*, from Coast Ports—Messrs. P. O. Britten, G. L. Narty, Mrs. F. Voss, Messrs. Low Siong and servant, Noa Nam Heang, and 148 Chinese.
Per *Sydney*, for Hongkong from Marseilles—Messrs. S. Gaiser, R. P. Radel and Anguin. From Djibouti—Mr. and Mrs. A. H. Bat, Messrs. Guan Thun, Leong Yon and Sang Dun. From Colombo—Mr. P. de Zilva. From Singapore—Mr. Renard and Dr. Kiemvunhui. From Saigon—Messrs. H.M.S. Man, Kho Ba Nhu and 1 boy, and 7

Mails.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU	ROBE and YOKOHAMA	To-morrow, 6th June, at Daylight.
TOSA MARU	YOKOHAMA (DIRECT)	FRIDAY, 7th June, at Noon.
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJI and YOKOHAMA	MONDAY, 10th June, at 4 P.M.
SHINANO MARU	MARSEILLES, LONDON & BOMBAY, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 14th June, at Daylight.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at Noon.
SADO MARU	ROBE and YOKOHAMA	FRIDAY, 21st June, at Daylight.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Noon.
MIKE MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon.
HITACHI MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 28th June, at Daylight.
G. Anderson	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 4th June, 1901.

TOYO KISEN KAISHA.

NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 11th June, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 14th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th July, at Noon.

THE Twin Screw Steamship

"NIPPON MARU."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 18th May, 1901.

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN

PIANOS.

MONTHLY PAYMENT SYSTEM.

TUNING, REPAIRS.

Our Speciality.

INSTRUMENTS. STRINGS.

MUSIC.

Grand stock, reduced to clear.

Hongkong, 28th May, 1901.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIO"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GABRIO"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIO"	THURSDAY, 15th August, at Noon.

THE P.M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage. Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

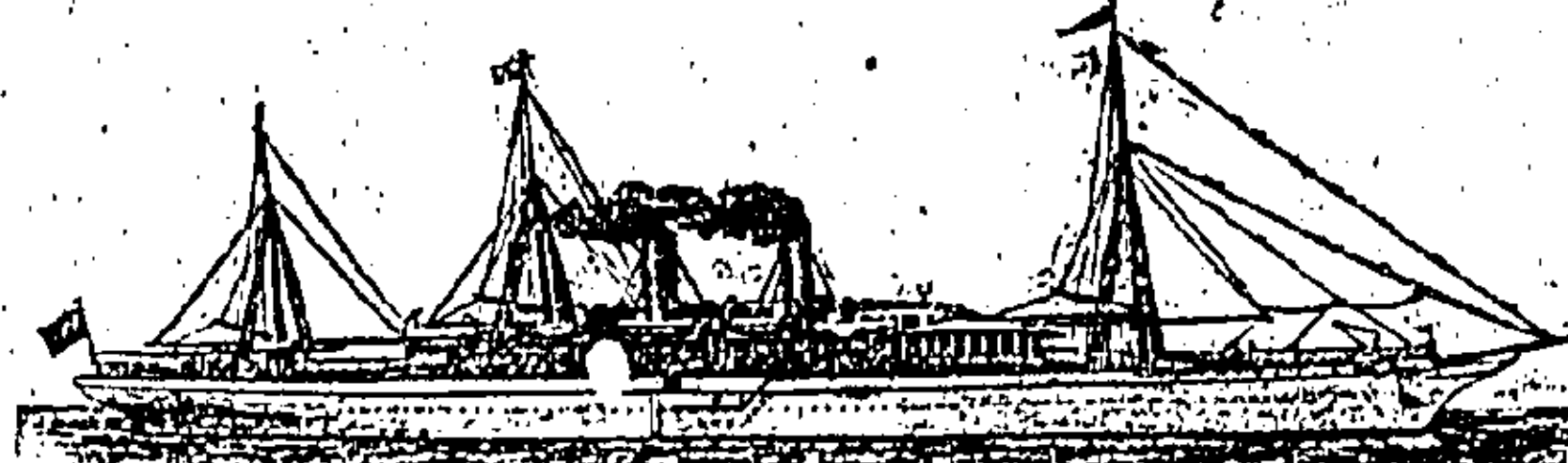
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 1st June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY,

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return Tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 5th June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISHON, OFORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SARNIA	HAVRE & HAMBURG via FOCHOW.	6th June. Freight and Passengers.
WITTENBERG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE.)	12th June. Freight.
Hempel	HAVRE & HAMBURG. (Calling at SINGAPORE and COLOMBO.)	25th June. Freight.
NUERNBERG	HAVRE & HAMBURG. (Calling at SINGAPORE.)	25th July. Freight.
Mayer	HAVRE & HAMBURG. (Calling at SINGAPORE.)	
SAMBIA	HAVRE & HAMBURG. (Calling at SINGAPORE.)	
Schmidt	HAVRE & HAMBURG. (Calling at SINGAPORE.)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 1st June, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
MANILA	"CHANGSHA"	10th June.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, LAUNCESTON and MELBOURNE	"CHANGSHA"	10th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 1st June, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"GLAUCUS"	11th June.
	"ALCINOUS"	14th June.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DARDANUS"	11th June.
	"MACHAON"	25th June.
	"PROMETHEUS"	9th July.
LIVERPOOL (DIRECT)	"RHEIPEUS"	10th June.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 4th June, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA"

Captain Geo. Blackland, will be despatched as above on FRIDAY, the 7th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 3rd June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU."

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 9th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU."

Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 12th June.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st May, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King—1,379 | about | June 20

THE Steamship

"BELGIAN KING."

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 29th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY"

Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENGARRY."

Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901.

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA."

Captain ... will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 18th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above Port, TO-MORROW, the 6th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 5th June, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain Rolfe, will be despatched as above on SATURDAY, the 8th instant, at Noon.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 4th June, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA."

Captain Cox, will be despatched as above on SATURDAY, the 8th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 4th June, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FLORENCE AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"INDIA."

Captain Ghezzi, will be despatched as above on SATURDAY, the 15th instant, P.M.

For Information as to Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 4th June, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI."

Captain ... will be despatched as above on or about the 25th June.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 16th May

SUCKING POISON FROM SNAKE-BITE.

The S. F. Call reports the following occurrence near San Diego on the 30th April:—
To the presence of mind of Miss Frasee, the teacher of the Merle School, from San Diego and Oceanside, one of her pupils undoubtedly owes his life. The teacher and three or four of the pupils were on their way to school, the boys barefooted and racing ahead and behind in boy fashion. One of them, about 12 years old and the son of one of the patrons of the school, started a rattlesnake, and before he could get out of the way the reptile had buried its fangs in his leg just above the ankle.
Miss Frasee knew that something must be done quickly if the child's life were to be saved. After hurrying the other children away for the boy's father with instructions to bring whisky, she seated the child by the side of the road and applied her lips to the wound to suck the poison from the veins. She was evidently successful, for the poison did not seem to take immediate effect on the child. When the father arrived the lad was thoroughly dosed with whisky, which counteracted the snake's venom and supplemented the work so well done by the teacher.
The child was hurried to Oceanside, being completely under the influence of the liquor by the time he reached the doctor's office. The physician declared that the prompt action of the teacher had undoubtedly saved the boy's life. This evening he pronounced the patient out of danger.

IS INDIA DEFENSELESS?

The report of the British parliamentary commission on Indian expenditure has precipitated considerable discussion in the House of Commons. In view of the ravages of the famine and the fact that a large proportion of the regular army heretofore stationed in India, and while there maintained at India's expense, is now serving with British colours in South Africa, the commission recommended that the British Government pay part of the cost of maintaining the Indian force, and, in addition, liberally increase the famine funds. Commenting on this, *The Daily News* (London) asks: "Why do we never let justice enter into our relations with India? We open our pockets to India when she starves; we enjoy the reflection of our imperial presence in the mirror of her wonderous civilization; we praise her and forget her and are sorry for her, as the mood takes us. When are we going to treat her with justice?"
The question of the apportionment of military expenditure between the home Government and India, continues *The Daily News*, is "the greatest and gravest of all." We quote further:
"In order to safeguard the country against Russia and the hill tribes on the one side, and to keep down sedition and religious turbulence on the other, we quarter an army of 76,000 English soldiers on India, and levy another army of 140,000 natives. The cost of this military establishment is about sixteen millions [of pounds] a year. Now the question to which the country and Parliament ought to address itself is whether a great part of this army is not quartered in India under false pretences of the most flagrant kind—quartered there, not for India's sake at all, but purely to suit the convenience of the imperial power. It so happens that this is no speculation depending on a nice balancing of hypotheses. At the present moment the army in India is below its normal complement by some 30,000 men, who are serving under the British colours in South Africa and China, and doing garrison duty at Singapore, Ceylon, the Straits Settlement, and other stations.
"There is no pretence that these thirty thousand men, who up to the time of their embarkation were being paid for by the Indian people, are engaged on anything but purely British service, nor have we seen one shred of evidence to show that the safety or tranquillity of India is in any way affected by their departure, or is likely to be affected by their return. Why, then, in the name of common sense and common justice, should these thirty thousand soldiers be quartered on the Indian exchequer when they return to India and cantonments? It is indeed a bitter thought that India, who stands at our gate in silence and submission, scourged with plague, wasted with famine, bleeding under the blows of the rough West that can not comprehend her, should out of her want and misery be acting as paymaster for our troops."
Even with her large army, India, in the opinion of continental military critics, would be practically defenseless before a powerful invader. A German army officer, writing in the *St. Petersburger Zeitung*, declares that to put India in a proper state of military preparedness would "necessitate the making good the neglect of half a century." This he fears is impossible, as at the present time military expenses amount to \$80,000,000, or twenty-five per cent. of the entire budget, and the impoverished country can hardly pay more. The forces of India are "respectable enough on paper," he says, but would not, in reality, amount to fifty per cent. of the figures published. Of the equipment he says:
"The troops are armed with an antiquated model of the Lee-Metford rifle. There are only nine cavalry regiments, partly armed with the obsolete Martini-Henry carbine. The artillery is the worst off of all arms of the service. The guns of all the field and horse artillery date back to the '80s, they are too heavy and there are not enough of them. India has sent many horses to South Africa, and is now dependent on Australian remounts. The much-needed mountain-batteries are provided with ancient seven-pounder muzzle-loaders. It has long been an open secret that they are worthless and, during the late Afghani war, they were wisely left at home. Of heavy artillery there are but three of these have antiquated muzzle-loaders and the fourth consists of four howitzers and two ordinary heavy guns. The 'siege park' is hopelessly obsolete."
None of the "so-called Sepoy army" says this writer, can be properly placed in the field, certainly neither the Bengal nor Madras divisions. The Punjab and Bombay armies are serviceable, but they have been greatly weakened for the benefit of the China expedition. "In conclusion, we are told:
"The condition of the garrisons at Karachi, Rawalpindi, Bombay, and Calcutta is scandalous. The defenses are armed only with muzzle-loaders, and these are black powder. The flooring of the hydraulic guns at Rawalpindi and Calcutta is so bad that no less an authority than Sir Charles Naime, late inspector of artillery, said they would all be useless after an hour's fight. At Bombay and Karachi an attacking force could enter without opposition. The batteries either could not reach the ships or would be forced to fire into the best portions of the city. India, it may be summed up, is at present practically defenseless."—Translation made for *The Literary Digest*.

UNCLAIMED LETTERS AT THE POST-OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—
Auger, Bishop Van
Armistead, Miss A. J.
Anderson, R. A. J.
Ajwamin, Miss
Abern, J.
Agathe, G.
Allen, Mrs. W. J.
Andrew, Miss
Anderson, Mrs.
Bryan, M. R.
Bird, W. B. M.
Baron, A. L. L.
Barrington, W. T.
Benham,
Burroughs, Miss
Byron, A. C.
Boyd, Mrs. J.
Bodewey, H. H.
Bodewey, H. H.
Bliss, A.
Burden, A.
Chapman, W. Mrs.
Cardiff, J.
Cowie, E. H.
Calleson, Capt. V.
Cowie, Mrs.
Chill, G. F.
Craig, J. L.
Chav, L. L.
Carrington, J. C.
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Colwell, G. J.
Clithrow, E. C.
Croulie, Mrs.
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Carlsson, A.
Cruz, D. K.
Cary, H. F.
Dannenberg, Miss E.
Darlington, H.
Daukewich, P.
Danbar, T. E.
Daus, W. P.
Davis, A.
Dean, F.
Dabson, W. H.
Donnels,
Drake, Mrs. F. G.
Eitel, L. L.
Elkins, S. B.
Edmunds, H. W. S.
Evans, D. A.
Evans, W. A.
Evans, Mrs.
Eugen, Capt.
Emery, P. E. E.
Frieburg, S. S.
Frois, G.
Freeman, Miss V. W.
French, Mrs.
Fui, J. P.
Foot, Capt. F.
Fagen,
Flint, O. M.
Frost, E. P.
Forest, Miss A.
Goelz, F.
Georgeson, J.
Grant, J. K.
Grunstein, B.
Gomes, J.
Greenwood, T.
Green, Mrs. G.
Gronat, S.
Grimes, J. B.
Gordon, J. A.
Grant, A. P.
Gloria, A. P.
Griffin, C.
Goodwin, H.
Hardy, R. J.
Hauer, H.
Hoag, P. V.
Hooley, P. F. G.
H-wermeyer, F. C.
Hubby, G.
Harris, Mrs. P.
Hamilton, Mrs. H.
Hillard, F. J.
Heacock, A.
Hay, Rev. N. E.
Hark, G.
Hall, B.
Henders, W. L.
Heaven, Mrs.
Hawler, W. L.
Hakana, C.
Harding, H. G.
Hastie, J.
Harper, K. H.
Harwood, T.
Hughes, E.
Higgins, Mrs.
Hine, C.
Humeat, T. C. W.
Hertel, H. B.
Johnson, J.
Jeffries, Rev. M.
Josafano, S.
Jor, A. (Sailor)
Jenkus, C. M.
Janot,
Jama, Mrs.
Jansson, Andreas
Johnson, R.
Jesus, J. M. de
Jonas, C.
Kewerick, M. C.
Kelper, G.
Karmatz, S.
Kirk, R.
Kelton, W.
Kuhn, F.
Kneule and Streif
Kukman, G. W.
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Lendon, H. J.
Lyall, R.
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Bou and Co., Supl.
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Bortolo, B.
Bobal Singh
Beverly Bonifacio
Chunda Singh, I. P. C. 85
Clarke, J.
Chao, H. Y.
Crane, E. H.
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Collins, H. M.
Cruz, M. B.
Dahi, N. M. Khan
Deaf Singh, I. P. C. 547
Duff, A.
Delaband, E.
Edwards, L. (2)
Fox, F. (2)
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Felicie, Blaz
Foussiane, A.
Ferreira, F. X. P.
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Lies, Miss
Lohar, A.
Larkin, A.
Leon, C.
Lowell, C. S.
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Moore, J. W.
Marcus, T. R.
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Owen, W. P.
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Pillony, J. R.
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Pastrano, D. J.
Percy, Mrs. H. L. H.
Pante, T. W.
Palmer, B. W.
Rivington, C. F.
Rose, R.
Ramos, A.
Read, Miss M. B.
Rushy, C. B.
Roberts
Ryden, Capt. A.
Ruse, E. P.
Reynolds, R.
Roose, A.
Rous
Reuterford, Mrs. H. H.
Ratnavarat & Co.
Goelz, F.
Roberts, H. C.
Rose, P.
Solomon, Major L. L.
Smith, W. A.
Said, J.
Siewant, Messrs. J. & G.
Sicon, E.
Stephen, A.
Stiel,
Gordon, J. A.
Grant, A. P.
Gloria, A. P.
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Heacock, A.
Hay, Rev. N. E.
Hark, G.
Hall, B.
Henders, W. L.
Heaven, Mrs.
Hawler, W. L.
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Harding, H. G.
Hastie, J.
Harper, K. H.
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Jenkus, C. M.
Janot,
Jama, Mrs.
Jansson, Andreas
Johnson, R.
Jesus, J. M. de
Jonas, C.
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Kelper, G.
Karmatz, S.
Kirk, R.
Kelton, W.
Kuhn, F.
Kneule and Streif
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King, G. G.
Lawring, C. C.
Lendon, H. J.
Lyall, R.

Freidman, R.
Freiman, R.
Forresquill, H.
Gahor Khan
Gewan Singh, I. P. C.
807
Garcia, R.
Gulab Khan, I. P. C.
Gunda Singh
Gleick, M.
Geary, Wm. (2)
Gonsale, J.
Hand, J. (Manila), To
Constancio, Hand,
Vic. Eng. School,
Hongkong.
Harwood, Thomas
Hasham Ali, I. P. C. 667
Hilton, St. John
Honor, J. D.
Hazar Khan, I. P. C. 616
Hesa, Miss O.
Hodge, Ed. G. Port-
land, (Maine), Re-
turned.
Hakan Singh, I. P. C.
602
Hall, J. L.
Harrison, R.
Hall, Capt. F. (2)
Hoashi, J.
Haynes, J.
Herman Singh (Sin-
gapore)
Jawalia Singh, I. P. C.
614
Ohten, Madame
O'Donnell, P.
Pridis, E.
Pederson, C.
Preston, B.
Passantino, Z. (2)
Ram Dhor Singh
Ramlall
Roberts, J. (2)
Rossette
Sultan Mahomed
Shores, D. M.
Smith, Harry
Schlichting, Mrs. (1 pcl.)
Shi Pui Ting (Cosmo-
politan Dock)
Studen, J. T.
Samuel & Co.
Hazar Khan, I. P. C. 616
Schub,
Tchervinsky
Tilley, Capt. (2)
Talbot, B. W.
Utam Singh
Uttu Singh, I. P. C. 774
Vesary, Mrs. L.
Venura, G. Hongkong,
to Kawamoto, (Mani-
la).
Van-Ness, Miss E. C. (2).
Vozzer Singh
West, Mrs. M.
Wazir Singh
Waryam Singh
Zuiga, T. M.

List of Registered Covers for Merchant Ships.

S.S. Assou... G. Nazimovich.
"Atlas... M. Richardson.
"Belgian King... Abernethy.
"Ching-sha... Capt. Tom. Moore.
"China... J. Cooper.
"Ching-sha... F. C. Bailes.
"Draculion... J. Garbutt.
"Ellie Norvick... J. J. McCarthy.
"Emma Lyken... Capt. Wallis.
"Haitian... R. Olsen.
"Manuel Laguna... E. Nielson.
"U.S.S. Manadoch... Dr. O. D. Norton.
"S.S. Monmouthshire... Capt. J. Kennedy.
"Monmouthshire... W. Cropley.
"Onam... I. McDougall.
"President... R. B. Munro.
"Radley... John Mann.
"U.S.H.S. Relief... Chas. McFeely.
"Relief... J. H. Miller.
"Relief... J. Schneider.
"S.S. Saint Jerome... Capt. A. Jones.
"Shantung... Miles.
"Barque Sastes... R. Macdonald.
"Ting-tou... D. Wessels.
"Uta... R. O. Lloyd. (2)
List of unclaimed Telegrams lying in the
Joint Telegraph Companies Offices
at Hongkong.
Beckerheim, Sham
Bruff Comedy, Sionghoochan.
Butler Duncan Pigtail, Stack
Chechosing, Steamer Wineland.
Chingtai, Sunanyuen.
Cheong Seng Loong, Thl.
Dellagraz, Toksham.
Duncan Chesney, Tugshin.
Farwell Writer, Tychongsoom.
Honjoa, Vatanabe, Messagerie.
Hung Wo, Yeeon.
Kamcheong, Yuenmow.
Kongyuchong, 5233, 3266, 3994, 2875.
Kwongsiungloong, 1311, 2950 (Wingon
Laihyuen, Tai West Point).
Lapin, 5940 (Kwong Yu Yun)
Lichuenshang, 0631, 3031, (Nam Wan).
Matthew, Joseph, Tor-
pedo Depot, 0208, (Swee Keechan).
Niewoo Chiong, 5502, 7127 (Manloong).
Pjow, 2688, 5288 (Wing Kee).
Quansung, 6436.

THE NEW FRENCH REMEDY.

THERAPION.
This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.
THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.
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THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.
Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1901.

Intimations.

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SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLERS PATENT MOTOR
LAUNCHES,
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 14th May, 1901.

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GRIMAULT'S
INDIAN CIGARETTES
Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Bronchitis, Colds, with Wheezing, Eructations, Insomnia, Catarrhs affections, and difficulty in Expectorations, are promptly relieved by these Cigarettes.
GRIMAULT & Co., Paris, sold by all Chemists.

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Matico Capsules
AND INJECTION
Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. These Capsules, Matico Capsules have not the inconvenience of producing Nausea.
MATIO INJECTION is used in recent cases.
MATIO CAPSULES in the chronic cases.
GRIMAULT & Co., Paris, sold by all Chemists.

Intimations.

NEW MUSICAL PUBLICATIONS.
MAESTRO A. CATTANEO.
GRAND MASS (with Organ Accept).
No. 1 ALBUM (3 Songs, English & Italian).
No. 2 ALBUM (3 Songs).
The "LILY" Waltz & "ELIZA" Waltz.
NEW FEATURE.
Pocket Edition of Pianoforte Music: including MARCH dedicated to Hongkong Volunteers and POLKA to Peak Residents.
444c To be had of all MUSIC DEALERS.

NEW GOODS.

JAPANESE CURIOS.
D. NOMA,
No. 12,
Beaconsfield
Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1901.

NOTICE.

JEYES FLUID
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 4th March, 1899.

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CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
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NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
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and for Voigtlander and Sohns'
CHRONOMETER GLASSES.
MARINE GLASSES, &c., &c., &c.
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TOP FLOOR OF ICE HOUSE, 'IN
ICE-HOUSE ROAD.

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ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.
Hongkong, 22nd September, 1898.

DENTISTRY.

A MERICAN SYSTEM, WONG HO-MI,
SURG. DENTIST.
TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901.

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901.

SIEN TING,

SURGEON DENTIST,
No. 14, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 19th September, 1898.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAIN, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessel during her stay in
Hongkong Harbour:—
SEA WITCH, American ship, Howa—Master.
ADOLPH OBRIG, American ship, Amesbury—
Standard Oil Co.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.
HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.
SUBSCRIPTIONS.
EXCHANGE LINES, \$80 Per Annum.
PRIVATE LINES, \$100 Per Annum.
NO CHARGE FOR INSTALLATION.
A special charge is made for lines of
more than average length.
ELECTRIC SUPPLIES OF EVERY DES-
SCRIPTION IN STOCK,
INCLUDING—
BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.
PRICE LISTS ON APPLICATION.
ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.
Estimates given for all kinds of Electrical
work.
Trained Mechanicians sent to Out-Ports to fit
up Installations if required.
NOTE ADDRESS—2, ICE HOUSE ROAD.
For full Particulars, &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Hongkong, 13th December, 1900.

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SCRIPTION

The Share Market.

LATEST QUOTATIONS.

(June 5th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	380 1/2 premium
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China & Japan, Limited.	£ 4	£ 4
(Ordinary)	£ 4	£ 4
(Preferred)	£ 4	£ 4
National Bank of China, Ltd.	£ 8	327 buyers
Do. Founders.	£ 1	315 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340 sales
China Traders' Ins. Co., Ltd.	\$ 25	\$60
North China Ins. Co., Ltd.	£ 25	Tls. 180 buyers
Yangtze Ins. Assoc. Ltd.	\$ 60	\$120 sales
Strait Ins. Office, Ltd.	\$ 30	\$180 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$87 sellers
Shipping.		
Hongkong, Canton, & Macao Steamship Co., Limited.	£ 15	\$34 sales
Indo-China Steam Navigation Co., Ltd.	£ 10	\$135 buyers
China M.S.S. Co., Ltd.	\$ 40	\$52
Douglas Steamship Co., Ltd.	\$ 50	\$53 buyers
China M.S.S. Co., Ltd.	£ 10	£12 buyers
China M.S.S. Co., Ltd.	£ 10	£12 buyers
China M.S.S. Co., Ltd.	£ 5	£7 buyers
Star Ferry Co., Ltd.	\$ 25	\$81 sales
"Shell" Transport & Trading Co., Ltd.	£ 1	£3 sellers
China Sugar Refining Co., Ltd.	\$100	\$134
Luzon Sugar Refining Co., Ltd.	\$100	\$38 sellers
Punjab Mining Co., Ltd.	\$ 9	\$74 sellers
Punjab Mining Co., Ltd.	\$ 1	\$140
Société Française des Charbonnages du Tonkin	Pes. 250	\$320 buyers
Queen Mines, Ltd.	25 cts.	0 cents sales
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$25 sellers
Raub Allan Gold Mines Co., Ltd.	18s. 10d.	\$20 sellers
Oliver Freehold Mines, Ltd.	\$ 5	\$12 sellers
Oliver Freehold Mines, Ltd.	\$ 5	\$14 sellers
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$327 sales
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$105
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$64
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$22 1/2 buyers
China Provident Loan & Mortgage Co., Ltd.	10	\$94 sales
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$300
Kowloon Land Building Co., Ltd.	\$ 30	\$29 sales
West Point Building Co., Ltd.	\$ 50	\$36 buyers
H'kong Hotel Co., Ltd.	\$ 50	\$28 sellers
Oriental Hotel Co., Ltd.	\$ 50	\$28 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$134 sellers
Cotton Mills.		
Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$8 buyers
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50 buyers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 50
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25
Cigar Companies.		
Alhambra, Limited	\$500	220 p. p.
La Comercial, Ltd.	\$500	100 p. p.
Henshara Limited	\$500	100 p. p.
La Favorita	\$500	50 p. p. sellers
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$19 sales
China-Borneo Co., Ltd.	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$164 ex div.
Watkins, Limited	\$ 10	\$94 buyers
Hongkong Electric Co., Limited	£ 10	\$124 buyers
Hongkong Electric Co., Limited	\$ 5	\$64 buyers
Hongkong and China Gas Co., Ltd.	£ 10	\$135 buyers
Hongkong Beer & Brewing Co., Ltd.	\$ 50	\$160 sales
Geo. Fenwick & Co., Ltd.	£ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$175 buyers
H'kong High Level Tramway Co., Ltd.	\$100	\$23 buyers
Dairy Farm Co., Ltd.	\$ 50	\$75 buyers
Hongkong and China Banking Co., Ltd.	\$ 30	\$10 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$30
Bell's Asbestos Eastern Agency, Ltd.	£ 1	\$1.10
United Asbestos Co. of Canada Agency, Ltd.	£ 4	\$12 buyers
Telegraph Printing Co., Ltd.	£ 25	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Water-bus Co., Ltd.	\$ 5	\$7
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50

BENJAMIN KELLY & POTTS,
Share Brokers.
Telegraph Address—"Bialta".
Telephone No. 141.

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Angus, Mrs.	Irving, Mr. E. N.
Arnold, Mr. H.	Johnston, Mr. and Mrs.
Auld, Mr. S.	Joseph, Mr. & Mrs. E. S.
Bailey, Mr. W. S.	Katsch, Mr. E. A.
Bell, Mr. and Mrs. O. M. D.	Kiende, Mr. and Mrs. F. R.
Benjamin, Mr. David	King, Maj. H. S., R.E.
Beringer, Mr. F. J. G.	Kirkwood, Mr. J.
Berg, Mr. V.	Konyska, Mr. J.
Black, Mr. J.	Littledale, R.E., Major
Brandreth, R.N., Lt. & Mrs.	Long, Mr. & Mrs. D. M.
Britten, Mr. P. O.	Macdonald, Mr. D.
Brooks, Major & Mrs.	Macdonald, Mr. D.
Brown, R.E., Major W.	Martow, Mr. G. L.
Brown, Mr. J.	Mudge, Mr. Geo.
Bruce, Mr. and Mrs.	Parfitt, Mr. W. E.
Burnie, Mr. C. M. G.	Pascual, Mr. C.
Burnist, Mr. C.	Price, Mr. H.
Cameron, Mr. D. H.	Reich, Mr. A. H.
Charlton, The Hon.	Robertson, Mr. V.
Clair, Dr. & Mrs. F.	Robinson, Mr. J. D.
Cochrane, Mr. H. C.	Schofield, Mr. C.
Cole, Mr. G. E.	Smithers, Mr. R. G.
Colson, Mr. J. S.	Stevens, Mr. H. Goyne
Davis, Mrs. W. & child	Stewart, Mr. E. H.
Davidson, R.N., Comdr.	Tassel, Mr. P. A. Van
Deakins, Mr. and Mrs.	Taylor, Mr. D. G.
Dennis, Mr. W. C.	Taylor, Mr. and Mrs.
Denroche, Mr. P. C.	Thomson, Mr. Harry
Dorehill, R.A., Major	Tibbety, Mr. H. M.
Dunstable, Mrs. D.	Valentine, Mr. H.
Dyson, Capt. P. S.	Waite, Mr. H. E.
Fernald, Mr. and Mrs.	Wakeman, Mr. G. H.
Ferrari, Mr. J.	Walker, Mr. C. B.
Garratt, Mr. H. G.	Walker, Mr. J. B.
Gibson, Mr. Kennedy	Wardle, Mr. F. R.
Glover, Mr. C.	Watts, Mr. and Mrs.
Grant, Mr. John	Frank W.
Green, Capt. and Mrs.	Whitley, Mr. and Mrs.
Hannan, Mr. J. M.	Wild, Lieut. and Mrs.
Harpold, Mr. W.	Williamson, Mr. and
Hess, Mr. L.	Wills, Mr. A. A. and child
Hick, Mr. E. C.	Woolton, Mr. J. J.
Howard, Mr. Thos.	Wright, Mr. and Mrs.
Hudson, Mr. Geo.	Yoshikawa, Mr.
Huke, Mr. A. N.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Lang, Dr. K.
Benjamin, Mr. S. S.	Lee, Mr. J. E.
Bondar, Mr. J. W. C.	Mackie, Mr. C. Gordon
Brayne, Mr. H. F. R.	Manice, Mr. and Mrs.
Brown, Colonel F.	Martin, Mr. R.
Brusse, Mr. G.	Miller, Mr. and Mrs.
Cameron, Mr. Allan	Newall, Mr. Stuart G.
Carrington, Sir John	O'Gorman, Col. The
Carrington, Miss	Oppenheim, Mr. J.
Collard, Col. W. C.	Pitt, Mr. John, R.N.
Crookenden, Col.	Pollack, Mr. H. E.
Dann, Mr. G. H.	Pyne, Capt. R.A.M.C.
Dixon, Mr. F.	Pyne, Mrs. M.
Dixon, Mr. F.	Quistoff, Mr. M.
Forbes, Mr. R. M.	Rouse, Mr. A. B.
Forbes, Mr. Andrew	Rublee, Mr. W. A. (U.S. Consul of America)
Fraser, Mr. and Mrs.	Rublee, Mrs. W. A.
Graham, Mr. D. M.	child and maid
Harrison, Dr. and Mrs.	Shelton, Mr. Edward
G. M.	Shelton, Mr. A. G.
Gumpert, Mr. and Mrs.	Tomlin, Mr. G. L.
Hays, Mr. J.	Wheeler, Mr. H. B.
Hughes, Col. G. A.	Wheeler, Lt.-Col. J. L.
Irvine, Mr. E. H.	Jeffreys, Mr.

CRAGIEBURN.

Andrews, Mr. Jas.	Helms, Mr. W.
Brown, Mr. and Mrs.	Langlands, A.O.D.
H. Mathison	Capt. and Mrs. P.
Carlton, Mr. L. C.	Lowe, Mr. A. R.
Crouch, Mr. J. W.	Newcomb, Mr. E. C.
Grimble, Mr. & Mrs. G.	Pye, Mr. E. Burns
Hewitt, Mr. and Mrs.	Volpicelli, Consul
T. H. B.	

KOWLOON HOTEL.

Cleash, Mr. W. H.	MacGregor, Mr. J. W.
Cooper, Capt.	Nobbs, Prof. A. P.
Davies, Mr. W.	Spittles, Mr. J.
Dean, Mr. F.	Williams, Mr. G. F.
Earby, Mr. E. A.	

EXCHANGE.

ON LONDON, Telegraphic Transfer	1111
" Bank Bills, on demand 1/11 9/16	
" Credits, 4 months' sight 2/0	
" D'cents, 4 months' sight 2/0	
ON BERLIN, (demand) 11.20	
ON PARIS, Bank Bills, on demand 2.47	
" Credits, 4 months' sight 2.51	
ON NEW YORK, Bank Bills, on demand 47	
" Credits, 30 days' sight 48	
ON BOMBAY, Telegraphic Transfer 147	
" On demand 147	
ON SHANGHAI, Telegraphic Transfer 77	
" Private 30 days' sight 77	
ON YOKOHAMA, T.T. 34 1/2 prem.	
Sovereigns, Bank's Buying Rate 8/10	
Gold Leaf 100 touch, per tael 52.10	
Bar Silver 1700 3/4	
Dollars 27 1/2	

OPIUM QUOTATIONS.

Hongkong, 5th June.	
New Pattern	\$92 1/2 per chest.
New Henares	97 1/2
Old Benares	96 1/2 per picul.
Old Malwa	830
Persian, paper tied	810

VESSELS IN PORT.

Steamers.	
AIRLIE, British steamer, 2,500, St. John George, 28th May—Sydney 5th May, Brisbane 7th, Townsville and Cairns 10th, Cooktown 11th, Thursday Island 15th, Port Darwin 16th, and Manilla 24th, General—Gibb, Livingston & Co.	
AMARA, British steamer, 1,565, C. J. Matlock, 2nd June—Singapore 28th May, and Bangkok 27th, Rte.—Jardine, Matheson & Co.	
ANIME MARU, Japanese steamer, 1,665, S. Mitsui, 1st June—Fochow via Amoy and Swatow 31st May, General—Mitsui Bussan Kaisha.	
ATHINIAN, British steamer, 2,444, H. Mowat, 28th April—Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour—C. P. R. Co.	
BORNIDA, Italian steamer, 1,499, Costa Dornico, 4th June—Bombay 17th May, and Singapore 28th, General—Carlowitz & Co.	
BRAEMAR, British steamer, 2,316, Wm. Watt, 24th May—Dahly 19th May, Ballast—Dowdell & Co.	
BRANDER, Norwegian steamer, 1,520, John Thorsen, 1st June—Bangkok 24th May, Rte.—Wang Lee & Co.	
BURNSIDE, American steamer, 1,400, A. H. Laffin, 14th April—Manila 11th April, Cable—Government.	

CHANGSHA, British steamer, 1,460, T. Moore, 4th June—Kobe 20th May, General—Butterfield & Swire.	
CHELYDRA, British steamer, 1,567, R. Cox, 3rd June—Calcutta 15th May, Penang and Singapore 29th, General and Opium—Jardine, Matheson & Co.	
CHINOTU, British steamer, 2,260, J. E. Williams, 3rd June—Sydney 15th May, Government Stores—Butterfield & Swire.	
ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 18th May—Chinkiang 13th May, General—E. A. T. Co.	
HAICHING, British steamer, 1,267, T. P. Hall, 3rd June—Taku and Wei-hai-wei 28th May.	
HIRSAHO, British steamer, 1,560, P. M. B. Lake, 3rd June—Hongay 1st June, Coal—Jardine, Matheson & Co.	
KAGA MARU, Japanese steamer, 3,901, J. W. Ekstrand, 4th June—Yokohama 29th May, General—Nippon Yusen Kaisha.	
KANAGAWA MARU, Japanese steamer, 3,822, John McKenzie, 3rd June—Antwerp 21st April, via London, Port Said, Colombo and Singapore 29th May, General—Nippon Yusen Kaisha.	
KONG BENG, German steamer, 852, C. Sohner, 3rd June—Bangkok 28th May, Rte.—General—Melchers & Co.	
KWANG LEE, British steamer, 1,467, R. Lincoln, 4th June—Canton 3rd June, General—C. M. S. N. Co.	
MARIE JESSEN, German steamer, 1,771, P. Hemmert, 30th May—Saigon 25th May, Rte.—Jessen & Co.	
MEADE, American transport, 5,526, G. W. Wilson, 26th April—Manila 23rd April, MONGKUT, German steamer, 859, C. Kimmie, 31st May—Bangkok 25th May, Rice and Teakwood—Melchers & Co.	
MUNCHEN, German steamer, 4,691, Krebs, 28th May—Caroline Islands 15th May, Ballast—Melchers & Co.	
NATUNA, German steamer, 958, W. Bartling, 28th May—Cap 15th May, Ballast—Melchers & Co.	
NIPPON MARU, Japanese steamer, 3,437, W. Greene, 31st May—San Francisco 3rd May, Honolulu 10th, Yokohama 23rd, Kobe 24th, Nagasaki 26th, and Shanghai 28th, Mails and General—P. & O. S. N. Co.	
NUEN TUNG, German steamer, 1,341, C. Schönbeg, 31st May—Sydney 2nd May, General—Melchers & Co.	
PERLA, British steamer, 1,287, G. Blackland, 3rd June—Manila 31st May, General—Shewan, Tomes & Co.	
PHRA CHOM KLAO, British steamer, 1,011, Morris, 2nd June—Bangkok and Koh-si-chang 26th May, Rice—Melchers & Co.	
POMPEY, American steamer, 785, J. H. Serivier, 21st May—Manila 18th May, Coal—U. S. Navy.	
RAJA BURI, German steamer, 1,189, Alblanz, 30th May—Bangkok 20th May, Rice—Melchers & Co.	
ST. ENOCH, British dredger, 650, R. Rawcliffe, 30th May—Wei-hai-wei 25th May.	
SARNIA, German steamer, 2,052, T. Paetaw, 30th May—Moji 25th May, Coals—Carlowitz & Co.	
SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April—Samarang and Saigon 29th March, Sugar—Yuen Fat Hong.	
TOSA MARU, Japanese steamer, 4,610, S. J. G. Parsons, 3rd June—Shanghai 31st May, General—Nippon Yusen Kaisha.	
TSINTAU, German steamer, 1,002, J. Sanders, 3rd June—Canton and June, General—Arnold, Karberg & Co.	
UNIVERSE, Norwegian steamer, 1,635, U. V. Enepps, 27th May—Chefoo 21st May, Flour—Order.	
WONGKUI, German steamer, 1,108, Buller, 28th May—Yap 15th May, General—Butterfield & Swire.	
YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 4th June—Manila 1st June, General—Jardine, Matheson & Co.	

Sailing Vessels.	
CELESTE BUKILL, British ship, 1,764, C. A. Treffy, 20th May—Manila 9th May, Ballast—Order.	
DUNDEE, British ship, 1,998, Hernandis, 14th Oct.—New York 20th June, Kerosine Oil—Standard Oil Co.	
EVIE J. RAY, American bark, Kaster, 24th May—Singapore 27th May, Timber—Sander, Wieler & Co.	
FULWOOD, British ship, 1,926, Thomas, 1st Dec.—Cardiff via Cape Town 26th Sept., Coal—Government.	
LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.—Panama and Caroline Island 11th Mar., Copra—Master.	
LUZON, American 3-masted schooner, 512, Aderson, 31st Mar.—Port Townsend 28th Dec., General—Holliday, Wise & Co.	
MADAGASCAR, British 4-masted bark, 1,997, A. H. Smith, 4th Mar.—from New York, Oil—Standard Oil Co.	
MARECHAL DE VILLARD, French bark, 1,171, Rionat, 31st May—Cardiff 4th Jan., Coals—E. A. Trading Co.	
MERCURY, German schooner, 52, Warnes, 23rd Feb.—Yap 9th Feb., Ballast—Siemssen & Co.	
SARDIS, American schooner, 24, B. Harner, 30th May—Kobe 9th May, Coal—Order.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb., Ballast—Master.	
SUSSEX, British bark, 1,212, Guthrie, 17th May, Freemantle 26th Mar., Sandalwood—Master.	
VALE OF DOON, British bark, 717, Petersen, 28th May—Rajang 29th April, Timber—Sander, Wieler & Co.	
VIMEIRA, British 4-masted bark, 2,133, D. S. Millan, 23rd Jan.—New York 3rd Sept., Case Oil—Order.	

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Foreign Men-of-war on the China and Japan Station.	
Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.	
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 6,000 tons, 8,000 h.p., Capt. Vserolsky, at Tientsin.	
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskis, at Nagasaki.	
Bobra, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.	
Dimitri Donskoy, Russian armoured cruiser, 5,823 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.	
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.	
Gramiatichy, Russian armoured cruiser, 5,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Taku.	
Koreyev, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silman, at Taku.	
Mandury, Russian cruiser, 1,215 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.	
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yofish, at Nagasaki.	
Nayadnits, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.	
Otavnay, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copianoff, at Nagasaki.	
Petrovskiy, Russian battleship, 12,000 tons, Capt. Greval, at Nagasaki.	
Poltava, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.	
Rosly, Russian armoured cruiser, 12,200 tons, 14 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.	
Rosyavskiy, Russian cruiser, 1,330 tons, 1,760 h.p., 11 guns, Capt. Komaroff, at Singapore.	
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 15,500 h.p., Capt. Haupt, at Port Arthur.	

Sevastopol, Russian battleship, 10,500 tons, 13,600 h.p., 16 guns, Capt. Melchusky, at Nagasaki.	
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Nagasaki.	
Sigol Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Taku.	
Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.	
Suvaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torpedoes 780 h.p., speed 19 1/2 knots.	
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchinsky, at Port Arthur.	
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.	
Vadnits, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulin, at Taku.	
Zabitski, Russian cruiser, 1,330 tons, 20 guns, 2,000 h.p., Capt. Shkurff, at Nagasaki.	

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novikovskiy, at Shanghai.	
Forst, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
Janichich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.	
Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.	
Kit, Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.	
Narven, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.	
Nevozhits, Russian torpedo boat, 87 tons, 4 guns, 2,400 h.p., 22 knots.	
Podoranski, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
Skid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
Skal, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.	
Skorpinn, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
Soolchana, Russian torpedo boat, 37 tons, 4 guns, 970 h.p., 19 knots.	
Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.	
Sterlat, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.	

RUSSIAN TORPEDO FLOTILLA.